IN REPLY REFER TO

OPNAVINST 1211.2P
N869
18 November 1994

OPNAV INSTRUCTION 1211.2P

From: Chief of Naval Operations

Subj: SHIPBOARD AIR CONTROLLER QUALIFICATIONS AND REQUIREMENTS

Ref: (a) NAVPERS 18068G (Manual of Enlisted Manpower and
Personnel Classifications and Occupational Standards,
Volume II, Navy Enlisted Classifications (NECs))
(b) Navy Fighter Weapons School Communications Brevity -
NFWS TM CB 12-93

Encl: (1) NATO Qualifications for Air Controllers
(2) Basic Level Synthetic Intercept
(3) Intermediate Level Synthetic Intercept
(4) Advanced Level Synthetic Intercept

1. Purpose

a. To establish the minimum training requirements for the
attainment and continuation of qualifications as shipboard air
controllers, and provide the criteria for the designation of
personnel as Air Intercept Controller Supervisor (AICS), Air
Intercept Controller (AIC), ASW/ASUW Tactical Air Controller
(ASTAC), and Air Direction Controller (ADC).

b. To establish the minimum training requirements for the
designation of personnel as U.S. Navy shipboard air controllers
and the criteria for maintaining qualifications.

c. To establish the minimum shipboard air controller
manpower requirements necessary to support each fleet unit's
missions, Required Operational Capabilities (ROCs) and Projected
Operational Environments (POEs).

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d. Airborne air controllers are not addressed in this instruction.

e. This instruction has been substantially revised and should be reviewed in its entirety.

2. Cancellation. OPNAV Instruction 1211.2N.

3. Description. Shipboard air controllers tactically control and employ naval aircraft in fleet operations. They regularly use or supervise the operation of radars, Naval Tactical Data Systems (NTDS), communications and associated equipment in the exercise of air control functions. Additionally, they participate in search and rescue and aircraft emergency operations. They ensure correct positioning of aircraft in specific areas, air corridors and approach or departure points in accordance with the established tactical doctrine and directions.

   a. Air Intercept Controller Supervisor (AICS) OS-0319. AICS personnel are responsible for advising the command on the tactical employment of Anti-Air Warfare (AAW) aircraft and on the safe management of all airborne aircraft. They supervise the performance of shipboard air controllers directing air interceptor aircraft in AAW operations. They assist AIC personnel in the performance of their duties and are responsible for the timeliness and content of their reports. AICS personnel administer and supervise the shipboard training program to maintain AIC, ASTAC, and ADC controller proficiency and qualifications.

   b. Air Intercept Controller (AIC) OS-0318. AIC personnel operate radar and NTDS consoles to direct air intercepts and, within their capability, ensure the flight safety of all aircraft under their control. They position AAW aircraft in all standard attack approaches to enable interceptor aircraft to complete their assigned missions.

c. <u>ASW/ASUW Tactical Air Controller (ASTAC) OS-0324</u>. ASTAC personnel operate NTDS consoles in the ATACO and ASAC modes to direct the employment and ensure the flight safety of all ASW/ASUW aircraft and the LAMPS MK III weapon system in the ASW and ASUW operations. In the performance of their duties, ASW/ASUW aircraft and LAMPS MK III operators report to and receive directions from the ASTAC. The ASTAC uses information from the sensor operators to control the overall tactics, communications, and sensor information correlation and integration for the aircraft and the LAMPS MK III weapons systems. ASTACs control aircraft in transit, perform emergency low visibility approaches (ELVA), conduct lost plane homing, and utilize aircraft control Tactical Aids (TACAIDS) and Identification Friend or Foe (IFF).

(1) In accordance with reference (a), effective 1 October 1993, Navy Enlisted Classifications (NECs) OS-0321 (ASAC) and OS-0322 (ATACO), are no longer valid for dual-qualified personnel. Dual "Qualified-Current" personnel may be converted to NEC OS-0324 (ASTAC) under the following conditions:

(a) Personnel serving in Type II/IV duty may count their previous 12 months air control hours as ASAC time to remain within and/or fulfill currency requirements.

(b) Personnel serving in Type I duty must be "Qualified-Current" in both NEC's.

(c) All dual qualified personnel seeking conversion to NEC OS-0324 should have submitted a NAVPERS 1221/1 to Bureau of Naval Personnel (BUPERS) prior to 1 October 1993.

(d) Dual-qualified personnel who did not submit a NAVPERS 1221/1 prior to the above date must complete course J-221-2503 to attain NEC OS-0324.

(2) Personnel holding NEC OS-0321 (ASAC) or OS-0322 (ATACO) may qualify for NEC OS-0324 (ASTAC) by successfully completing training pipeline requirements as appropriate.

(a) Those personnel holding a "Qualified-Current" NEC OS-0322 may accomplish this by completing course J-221-0323 (ASAC), the first segment of the ASTAC training pipeline.

(b) Those personnel holding NEC OS-0321 must complete course K-221-0113 (ATACO), the second segment of the ASTAC training pipeline.

(c) Personnel not completing both segments of the ASTAC training pipeline prior to 1 October 1995, will lose the NEC in they are presently "Qualified-Current" and must submit a NAVPERS 1221/1 to remove the NEC.

(3) Personnel who have become "Not Qualified-Not Current," or personnel who never held NEC OS-0321 or OS-0322 must complete the entire ASTAC training pipeline prior to being designated OS-0324.

d. __Air Direction Controller (ADC)__. ADC personnel operate radar and NTDS consoles to ensure the flight safety and vital communications of airborne aircraft. They control aircraft in transit, perform emergency low visibility helicopter approaches, conduct lost plane homing, and utilize air control TACAIDS and IFF.

4. __Qualifications__

a. __Initial training__. All shipboard air controllers are required to successfully complete a formal course of instruction which includes both theoretical and practical training in order to qualify as a shipboard air controller.

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(1) <u>Theoretical training</u>. Shipboard air controllers under instruction must satisfactorily demonstrate competence in:

(a) A thorough knowledge of the capabilities and limitations of U. S. Navy, Joint, North Atlantic Treaty Organization (NATO), Allied, and threat aircraft and their weapons systems, tactics, combat profiles and configurations; air control terms and definitions; control and coordination procedures; communication procedures and phraseology used in aircraft control, in accordance with reference (b); applicable air combat rules, flight safety procedures, and rules of engagement (ROE); emergency search and rescue (SAR) procedures; airspace control procedures; and tactical air doctrine (as appropriate).

(b) A thorough knowledge of the appropriate warfare principles and procedures; electronic warfare; air traffic control procedures; and capabilities and limitations of shipboard sensors and weapons systems (as relevant).

(c) A general knowledge of plotting procedures; environmental conditions as they affect air operations; and the capabilities and limitations of radar and communications equipment.

(2) <u>Practical training</u>. Each shipboard controller must demonstrate the ability for practical aircraft control, including the appropriate safety related control, recovery, and emergency procedures based upon simulated and live control experience. The practical training requirements for initial qualifications for each specific type of air controller are outlined in Table 1. Waivers for paygrade requirements will not be given.

(3) <u>Currency and proficiency.</u> For clarification within this instruction, "currency" is defined as the minimum training requirements expected to be accomplished by an air controller

within a six month period and "proficiency" is defined as the number of intercepts (or hours of control time) necessary for an air controller to be rated as well-advanced or expertly skilled in the air control arena.

b. Designation. Shipboard air controllers will be assigned the appropriate NEC and designated in writing by the commanding officer. When shipboard air controllers report for duty, the receiving command will verify the assignment of the appropriate NEC in their service record, observe and validate the proficiency of their practical air controller skills and conduct a qualification board to review their theoretical air controller qualification level and grade. When the NEC has not been correctly assigned to a graduating air controller by the training command, commands will submit a NAVPERS 1221/1 to correct the service record in accordance with reference (a), to BUPERS. Authority to assign the shipboard air controller NECs is limited to the following commands:

AICS - Fleet Combat Training Center Pacific/Atlantic (FCTCPAC/LANT)

AIC - FCTCPAC, FCTCLANT, Western Pacific Carrier (WESTPAC CV)

ASTAC - Fleet Anti-Submarine Warfare Training Pacific (FLTASWTRACENPAC), FCTCLANT

ADC - FCTCPAC, FCTCLANT

(1) Designation Date. The date when an individual is initially authorized to control aircraft. It is normally the date of graduation from the appropriate course of instruction. This date will be entered into the air controller's log book.

(2) Designation Removal. The NEC will be revoked when individuals no longer meet the minimum continuation training requirements, or if judged to be unsafe or incompetent. The

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parent command or authorized air controller training commands will submit NAVPERS 1221/1 with appropriate justification to BUPERS, with copies submitted to the appropriate Type Commander (TYCOM) and the Enlisted Personnel Management Center (EPMAC).

    c. <u>Continuation Training</u>. Shipboard air controllers are required to remain current and proficient at air controller skills utilizing continuation training resources, following original designation as an air controller. Table 2 specifies the requirements for currency of qualifications for all levels and grades of shipboard air controllers.

    (1) <u>Qualification Requirements</u>

    (a) <u>Air Intercept Controllers and Supervisors</u>. AIC and AICS personnel must control a minimum of 40 satisfactory (live or synthetic) aircraft intercepts within the previous six months (see Table 2). At least five live aircraft intercepts will be controlled from initial vector to final position, utilizing close control. The remaining intercepts may be any combination of tactical, broadcast, or Link 4A control (utilizing two-way coupled data link), under actual or synthetic conditions (synthetic intercepts will be conducted in accordance with enclosures (2), (3), and (4)). AICS personnel are required to personally monitor and supervise individual air controllers conducting aircraft intercepts or tactical operations. Additionally, they must supervise 20 intercepts from "Pre-Commit" to "Post-Merge."

    (b) <u>ASW/ASUW Tactical Air Controllers</u>. ASTAC personnel must satisfactorily control ASW/ASUW aircraft in actual or synthetic ASW or ASUW tactical operations for a minimum of 20 hours every six months, of which two hours must be live ASW/ASUW aircraft control.

    (c) <u>Air Direction Controllers</u>. ADC personnel must satisfactorily provide advisory control for fixed wing aircraft

or helicopters for a minimum of two hours every six months.

(d) <u>Instructors</u>. Qualified personnel at Navy training commands that are assigned to authorized air controller instructor billets, coded with the appropriate NEC's, may satisfy their continuation training requirements by crediting to their control time spent actively instructing AICS, AIC, ASTAC, or ADC personnel as appropriate.

(2) <u>Air Controller Log Book</u>. All air controllers shall possess a currently-maintained log book. It will contain a complete, accurate, and current record of all air control accomplished. The air controllers designation date and all changes in qualification level and grades will be accurately annotated in the log book. Air controller log books must be signed quarterly by commanding officers or their authorized deputy. An authorized deputy is one who has been designated in writing by the commanding officer to sign log books. Log books may be obtained as prescribed in paragraph 8a.

(3) <u>Controller qualification/currency status is defined as</u>:

(a) Qualified - Satisfactorily completed initial AICS, AIC, ASTAC, or ADC training.

(b) Qualified-Current - Satisfactorily completed initial training and has met semiannual currency requirements.

(c) Qualified-Not Current - Satisfactorily completed initial training, but has not met semiannual currency requirements.

(d) Not Qualified - Individual has failed to meet semiannual currency requirements or determined to be unsuitable as an air controller. If a controller does not accomplish the continuation requirements for qualification within the extension

period, the command will remove the individual's designation and NEC. Additionally, upon becoming "Not Qualified," the command will terminate the individual's Special Duty Additional Pay (SDAP) and initiate recoupment of Selective Reenlistment Bonus (SRB). Individuals whose designations have been removed are required to re-attend appropriate initial training courses to regain the NEC.

(4) <u>Extension</u>. A period of up to three months following the normal periodicity period may be granted by the TYCOM to allow an air controller to become current on continuation training requirements. All extensions run concurrent with the next six-month periodicity period. Waivers must be submitted to TYCOM prior to the air controller exceeding the six-month periodicity period. Waiver requests which indicate the air controller has failed to complete the minimum number of synthetic intercepts during the periodicity period, without a valid reason, will normally not be approved. The request for an extension must state the reason for non-accomplishment of continuation training (non-availability of services, command deployment, etc.), and the number and type of aircraft control accomplished within the past six months. **No exceptions to this policy will be considered.** Although "Qualified-Not Current," the controller remains designated and eligible for SDAP. In accordance with reference (a), personnel who are "Qualified-Current" prior to transferring to shore duty, have a 36-month waiver that allows them to retain their NEC (OS-0318, OS-0319, OS-0321, OS-0322, and OS-0324). Following this waiver period, these personnel must attend formal training to re-establish their NEC, or submit a NAVPERS 1221/1 in order to delete the NEC.

(5) <u>Proficiency Program</u>. TYCOMs are responsible for the management and coordination of their shipboard air controllers' continuation training.

(a) <u>Qualification Period</u>. The normal qualification period for shipboard air controllers begins on the first day of

the month after being designated and extends for six months thereafter. The total continuation training conducted for the six previous months must meet or exceed the minimum requirements to maintain the air controller designation, qualification level and grade. Three month waivers are an extension of one six-month qualification period and not a grace period between normal six-month periodicity periods. In essence, if an air controller receives a three-month waiver, they have three months to complete the previous six months currency requirements and only three months to complete the current period's requirements.

(b) Reporting. Within 10 days of the end of each quarter, commands will report to the TYCOM the qualification status of assigned air controllers. Qualification status reports will be included in the remarks section of the TRNREP message in accordance with the following format:

"Name/Rate/PRD/PP/NLI/NSUPI/NSI/TNI/NHLC/NHSC/TNHC/SRB/SDAP//"

PRD	Projected Rotation Date	(all)
PP	Periodicity Period	(all)
NLI	Number of Live Intercepts this PP	(AICS/AIC)
NSUPI	Number of Supervisor Intercepts this PP	(AICS)
NSI	Number of Synthetic Intercepts this PP	(AICS/AIC)
TNI	Total Number of Intercepts (career)	(AICS/AIC)
NHLC	Number of Hours of Live Control this PP	(ASTAC)
NHSC	Number of Hours of Synthetic Control this PP	(ASTAC)
TNHC	Total Number of Hours Controlled (career)	(ASTAC/ADC)
SRB	Controller receiving SRB? (Y/N)	(all)
SDAP	Controller receiving SDAP? (Y/N)	(all)

Example:

DOE, J.S./OS2/JAN96/01JAN94-31MAR94/15/-/12/267/-/-/-/Y/Y//

(c) Shipboard Air Control Supervisors. AICS personnel are the commanding officer's agents who are responsible

for the ship's air controller proficiency program. They will supervise shipboard qualification boards and check flights prior to recommending personnel to the commanding officer for the appropriate air controller qualification levels and grades. They administer and direct the ship's training program to maintain shipboard air controller qualifications, currency and proficiency.

d. Redesignation. Shipboard air controllers that have received the qualification status of "Not Qualified" are required to complete initial training requirements at one of the authorized air controller training commands listed in paragraph 4b. Upon satisfactory completion of formal training, personnel are awarded the appropriate NEC and redesignated as an air controller.

(1) Redesignation Date. The date when an air controller's designation is reinstated by an authorized air controller training command.

5. Control Criteria

a. Aircraft Mission Requirements. The various missions assigned to combat and logistic aircraft may require that shipboard air controllers utilize the following types of control, or a combination thereof: close, tactical, broadcast, advisory, or autonomous.

(1) Close control. Close control requires the controller to detect the bogey, evaluate course and speed, compute the desired intercept point, provide the fighter with command heading, altitude and airspeed, and continually recompute the intercept to correct for drift in intercept geometry. The type of data link utilized would be two-way coupled. The controller is also responsible for describing the current tactical picture in accordance with reference (b), including: number of groups,

formation of groups, location of groups, anchor points, target aspect, identification declaration (Bandits, Bogeys, Friendly, Mig 29, Fulcrum, etc.), and threat/green calls. Under extreme circumstances the controller may have weapons release authority.

(a) Close control would be used by non-radar fighters, aircraft with degraded systems or in an Electronic Counter Measures (ECM) environment. Close control provides very specific information to a single element of fighters or to one fighter, but is communications-dependent and reduces the controller's ability to give "big picture" information to other friendly assets.

Example: "Sweep, Vector 360, Set speed point eight, Angels two-five."

(2) Tactical Control. Tactical control provides target information to the specific fighter relative to his position or any other established reference point. The fighter will determine the intercept geometry. Tactical control is descriptive vice directive. Established reference points will include bullseye, GeoRef and grid. When calls are given to a specific fighter from a bullseye point, they are referred to as tactical calls in the bullseye format. Example: "Homer, single group, 10 north bullseye, 29K, hot." The type of data link utilized would be one or two-way dolly. The air controller describes the current tactical picture in accordance with reference (b) including: number of groups, formation of groups, location of groups, anchor points, target aspect, identification declaration, and threat/green calls. Under certain circumstances the controller may provide clearance to fire (CTF), in accordance with current rules of engagement (ROE).

(a) Tactical control extends beyond a Broadcast Radar Advisory (BRA). Tactical control provides information to a specific fighter element relative to their position (BRA) or any other established reference (bullseye, GeoRef, grid). This means

that the controller knows where the targets are, where the fighters are, and has the situational awareness to correlate the two. It is up to the controller to provide the fighters with the most logical choice of bogey dope format to support the mission requirements at hand. Example: "Homer, Sweep One, Single Group, tactical, 270, 25, 20K, Bandits, hot, heavy."

      (3) <u>Broadcast Control</u>. Broadcast control is a means of passing target information by referencing a designated location, series of locations or a grid system. Target information provided is not normally addressed to a specific flight of fighters. The aircrew/flight leads must take the initiative of committing and consummating the intercept. Broadcast control includes bullseye, multiple bullseye points (ballpark), grid and geographic. The data link used would be fighter link reference point (FLRP). Present trends dictate that air controllers should strive to be current and proficient with Broadcast control, as most large force missions will utilize Broadcast control to complete their mission objectives. Example: "Homer, Single Group, 10 north bullseye, 29K, Bandits, capping."

      (4) <u>Advisory Control</u>. Advisory control is essentially non-radar control, wherein the controlling agency has lost radar, shut down radar to avoid enemy detection or attack (EMCON), lost effective use of radar due to countermeasures, or the fighters are outside of radar coverage. Communications with aircrew can be maintained directly, through a radio relay or through another agency/facility. It allows command authorities to monitor the air battle, manage fighter flow, pass intelligence, direct aircraft, move CAPs, etc.

      (5) <u>Autonomous Operations</u>. Autonomous operations are in essence the absence of control. The air controller may maintain radar contact with the fighters, but does not have radio communications with the fighters.

DIAGRAM 1: THE AIC CONTROL CONTINUUM

LEVELS OF CONTROL	CLOSE	TACTICAL	BROADCAST	ADVISORY	AUTONOMOUS
FORMAT OF BOGEY DOPE	Target and Commit Info Provided to Specific Flights		Target Info Provided But Not Specific to Flight	Radar Target Info Not Available and Not Provided	Communications Not Available No Info or Control Passed
INTERCEPTION RESPONSIBILITY	Command Vectors Guide Aircrew to Intercept	Fighter Responsible for Tactical Positioning			

    b. The Six Phases of an Intercept. The six phases of an
intercept are defined as follows:

        (1) "Pre-Commit" - Prior to fighters committing on a
target group. Fighters will be capping/marshalling and building
their situational awareness (SA).

        (2) "Commit" - Decision by flight lead or recommended by
the AIC to commit flight on a correlated target group with the
intent to intercept/engage the target group.

        (3) "Intercept" - Phase of intercept where fighters are
utilizing airborne tactics to achieve an optimal position for
interception of target group.

        (4) "Weapons Employment" - Occurs when fighters employ
air-to-air weapons, either beyond visual range (BVR) or within
visual range (WVR).

        (5) "Merge" - Fighters are in close proximity or within
the visual arena of the target group.

(6) "Post-Merge" - Following the merge with friendly and target aircraft separating from the visual arena.

DIAGRAM 2: THE SIX PHASES OF AN INTERCEPT

Pre-Commit   Commit   Intercept   Weapons   Merge   Post-Merge
                                   Engagement
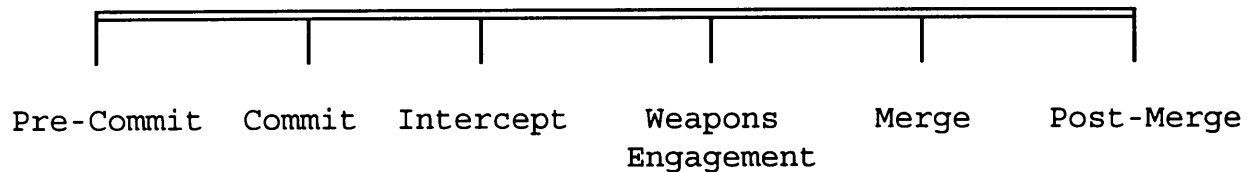
c. <u>Aircraft Safety Requirements</u>. In addition to aircraft mission control, aircraft status or environmental conditions may require shipboard air controllers to use any method of control necessary to assist aircrews in flight safety. Although equipment limitations may dictate the type of control available, it is important to remember that shipboard controllers provide a unique brand of control for their aircrew. To enable an aircrew to accomplish their task, the aircraft controlling unit will provide aircrew with the current tactical picture and adequate warnings of hazards affecting aircrew safety. Example: Strangers (Non-briefed aircraft), severe weather, NOTAMS, etc. Ultimately the pilot is responsible for the safe navigation, collision avoidance, and safety of the aircraft and crew.

(1) ADC personnel are limited to flight following and point-to-point control.

(2) <u>Positive Control (ASTAC/ADC ONLY)</u>. The aircraft controlling unit is responsible for the aircraft's safety and taking actions for collision avoidance, such as ordering the necessary alterations of heading, speed, and altitude, to maintain separation criteria.

6. <u>Manpower Requirements</u>. Shipboard air controller requirements are determined by the Required Operational Capabilities/Projected Operational Environment (ROC/POE) instruction for each class of

ship. Air controller manning requirements are based on Condition
I watchstations for AICS/AIC personnel and Condition III
watchstations for ASTAC/ADC personnel (see Table 3).

7. Personnel Performance. Supervisor personnel will monitor air
controllers for factors causing reduced performance or alertness,
such as fatigue, illness, drug usage, alcohol, and the after
effects of dental care. Drugs are defined as any chemical which,
when taken into the body, causes a physiological response. The
following specific guidance is provided for air control
personnel:

   a. Legal Drugs. Legal drugs are those medically prescribed
or legally purchased for treatment of illness.

      (1) Prescription Drugs. Taking drugs prescribed by
competent medical authority shall be considered sufficient cause
for considering cessation of air control duties when such
medication could cause a degradation in performance or alertness.

      (2) Over the Counter Drugs. Although easily obtained,
air control personnel are discouraged from use of drugs which
impair performance or cause drowsiness.

      (3) Alcohol. The well-recognized effects (i.e.,
intoxication and hang-over) of alcohol are detrimental to safe
air operations. Controllers must abstain from drinking alcoholic
beverages for a minimum of 12 hours prior to air control. If on
duty, detectable blood alcohol or symptomatic hangover shall be
cause for suspension of air control duties.

   b. Illicit drugs. Use of all illicit drugs is prohibited.

      (1) Personnel suspected, although not convicted, of using
illegal drugs shall be prohibited from controlling aircraft in
ANY capacity. **This prohibition shall not be waived.** Grounds for

suspicion include, but are not limited to, possession of illegal drugs or paraphernalia, irrational behavior, and urinalysis results which are positive for illegal drugs.

(2) Personnel convicted of using illegal drugs at Commanding Officers' NJP, trial by court-martial, or civilian court shall immediately be disqualified from controlling aircraft. His/her NEC and proficiency pay shall be immediately terminated.

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      FT28   (NETC)

OPNAV (N1R, N12, N87, N879, N4, N951, N953, N3/5, N8)

OPNAVINST 1211.2P

18 NOV 1994

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NATO QUALIFICATIONS FOR AIR CONTROLLERS

Ref: (a) NATO Doc MAS (Navy) 250-MT/1183 of 13AUG86 - NATO
          Qualifications for Fixed Wing Above Water Warfare
          (AWW)/Air Defense (AD) Aircraft Controllers,
          (STANAG 1183MT-ED 3)
      (b) NATO Doc MAS (Navy) 312-MT/1154 of 28SEP87 - NATO
          Qualifications for Helicopter Controllers at Sea
          (STANAG 1154MT-ED 6)

1. This enclosure provides information pertaining to the
designation, training, and currency requirements for NATO grade
air controllers. This information may be used to familiarize
U.S. Navy air controllers with NATO air controller requirements
when operating with NATO navies. U.S. Navy air controllers **DO
NOT** use the criteria listed within this enclosure.

   a. <u>NATO Levels/Grades of Air Controller Qualifications</u>

        (1) <u>AICS and AIC</u>. AICS's and AIC's are classified by
reference (a) into three NATO levels or grades of qualification
and proficiency (ONE, TWO, or THREE), according to their
practical training experience:

            (a) <u>Grade ONE (FC1)</u>. Complete 200 satisfactory
aircraft intercepts, including 100 live aircraft intercepts, and
50 hours of live aircraft control, utilizing Close, Tactical, or
Broadcast control.

            (b) <u>Grade TWO (FC2)</u>. Complete 75 satisfactory
aircraft intercepts including 38 live aircraft intercepts, and 25
hours of live aircraft control. A designated AIC shall control
five hours during Instrument Meteorological Conditions (IMC) of
live or synthetic aircraft, under the supervision of a current
AICS prior to controlling IMC flights.

(c) <u>Grade THREE (FC3)</u>. Complete 40 satisfactory aircraft intercepts, including 20 live aircraft intercepts and 20 hours of live aircraft control.

(2) <u>ASTAC</u>. ASTACs are classified by reference (b) into four NATO grades of qualification and proficiency according to their practical training experience:

(a) <u>Grade ALPHA</u>. Complete 20 hours of satisfactory ASW/ASUW aircraft control, including 15 hours of live ASW/ASUW aircraft control and five hours concurrently controlling two helicopters, as a Grade BRAVO controller in tactical operations.

(b) <u>Grade BRAVO</u>. Complete 15 hours of satisfactory live ASW/ASUW aircraft control, including five hours concurrently controlling two helicopters, as a Grade CHARLIE controller in tactical operations.

(c) <u>Grade CHARLIE</u>. Complete 10 hours of satisfactory ASW/ASUW aircraft control, including five hours of controlling live or synthetic flights during IMC.

(d) <u>Grade DELTA</u>. Complete 10 hours of satisfactory ASW/ASUW aircraft control, including five hours of controlling live aircraft. A newly designated aircraft controller shall control five hours of live or synthetic flights during Visual Meteorological Conditions (VMC), under the supervision of a current, Grade ALPHA ASTAC prior to controlling flights during VMC.

(3) <u>ADC</u>. ADC's who have completed 10 hours of satisfactory aircraft control, including five hours of live aircraft control, may be classified as NATO grade DELTA.

Enclosure (1)   **2**

b. <u>NATO Capabilities of Air Controllers</u>

    (1) <u>AICS and AIC</u>

        (a) <u>Grade ONE (FC1)</u>. Grade ONE air controllers may execute control of aircraft interceptor missions by day and night, during all weather conditions. They may control other missions, including: strike, attack, tanker, reconnaissance, airborne early warning and Search and Rescue (SAR).

        (b) <u>Grade TWO (FC2)</u>. Grade TWO air controllers may execute control of interceptor missions during VMC. However, during IMC, they are restricted to control of only single aircraft interceptor missions. Similarly, they may execute control of other missions during IMC, when the mission involves only a single aircraft. The aircraft commander's approval is required to control multiple aircraft in IMC. An aircraft commander is responsible for reporting whether VMC or IMC. Grade TWO air controllers may provide Close, Tactical, Broadcast, and Advisory control to all missions, in all meteorological conditions.

        (c) <u>Grade THREE (FC3)</u>. Grade THREE air controllers may provide Tactical, Broadcast, and Advisory control of aircraft interceptor missions, as well as strike, attack, tanker, airborne early warning, reconnaissance, and SAR missions. Close control is authorized only under emergency situations.

    (2) <u>ASTAC and ADC</u>

        (a) <u>Grade ALPHA</u>. Grade ALPHA controllers may control aircraft at any time, during any meteorological conditions.

(b) <u>Grade BRAVO</u>. Grade BRAVO controllers may control aircraft at any time, during VMC. However, during IMC, Close/Positive control is restricted to one aircraft.

(c) <u>Grade CHARLIE</u>. Grade CHARLIE controllers may control aircraft at any time, during VMC, with the following exception; Close control at night is restricted to one aircraft. However, during IMC, Close/Positive control is restricted to one radar equipped aircraft.

(d) <u>Grade DELTA</u>. Grade DELTA controllers may control aircraft at any time during VMC. However, they are authorized to use Close control only under emergency situations, such as Emergency Low Visibility Approach (ELVA), or during transit control. The use of Close/Positive control is restricted to one radar equipped aircraft.

BASIC LEVEL SYNTHETIC INTERCEPT

Purpose: To standardize the basic level synthetic intercept required of Air Intercept Controller Supervisors (AICS) and Air Intercept Controllers (AIC) to maintain semiannual proficiency training. The exercise below is the **MINIMUM** requirement for a basic level synthetic intercept.

Enabling Objectives: To train AICS/AIC personnel in the use of air intercept control (AIC) procedures for aircraft interceptions of highly maneuvering adversary/Combat Air Patrol (CAP) assets utilizing synthetic targets. Train personnel in appropriate fleet tactical manuals and publications, air wing tactical procedures, and aircraft intercept/fighter weapons doctrine. Train personnel in the **MINIMUM** air intercept control requirements to include: proper check-in/state procedures; initial vector, bogey dope, and bogey jinks calls; intercept geometry plotting and replotting; formation and stranger calls; and communications brevity and clarity.

Training Requirements: The use of the on board training device installed aboard ship is **MANDATORY** in the conduct of this exercise. An AICS, a second AIC, or the Operations Specialist (OS) most knowledgeable in AAW (in the absence of the former two) is required to act as the pseudo-pilot and exercise grader.

Scenario: The following represent the **MINIMUM** scenario requirements for the basic level synthetic intercept:

Threat	One subsonic fighter aircraft
Speed	540 knots
Course	Inbound to own ship
Altitude	34,000 feet
CAP	One USN fighter aircraft
Other aircraft	One stranger
AIC actions	Conduct Nearest Collision Intercept Conversion (NCIC) or Nearest Collision Intercept (NCI) Engagement

Enclosure (2)

Bogey maneuvers   One bogey altitude/course/speed
  (jinks)   change
Type Control   Close

Grading Criteria:

1. Preparation (maximum credit 30)
   a. AICS/AIC on board and current.................3   _____
   b. On board training device operational and
      available for training......................25   _____
   c. AICS, a second AIC, or leading OS available
      to act as pseudo-pilot and exercise grader....1   _____
   d. Personnel involved briefed on exercise........1   _____

                                             score: _____

2. Compliance with air intercept control doctrine and
   procedures (maximum credit 35)
   a. Aircraft check-in.............................1   _____
   b. Radar contact called..........................1   _____
   c. Aircraft state known at all times.............1   _____
   d. Tactical picture passed to CAP................3   _____
   e. Vector for station passed.....................1   _____
   f. Initial call to bogey passed to CAP
      within 30 seconds.............................2   _____
   g. Intercept geometry plotted/replotted..........1   _____
   h. "COMMIT" call to CAP passed...................1   _____
   i. Formation call passed to CAP..................3   _____
   j. Communications cadence maintained.............3   _____
   k. Bogey dope passed continuously to CAP.........1   _____
   l. Bogey jinks passed to CAP.....................3   _____
   m. "THROTTLES" call passed to CAP................1   _____
   n. All strangers passed to CAP...................3   _____
   o. Communications brevity........................4   _____

    p. Communications clarity........................3   _____

    q. Effective area utilization/no violations......3   _____

                                      score: _____

3. Nearest Collision Intercept (maximum credit 35)

    (1) Final position is less than 1 nm from bogey
         without crossing bogey head...............35   _____

    (2) Final position is 1-2 nm from bogey without
         crossing bogey head.......................20   _____

    (3) Missed intercept; greater than 2 nm or
         CAP crossed bogey head.....................0   _____

                                        score: _____

        Final score: (1)_____+(2)_____+(3)_____=_____

NOTE: A score of 75 or greater is required to count as a
       successful synthetic intercept.

INTERMEDIATE LEVEL SYNTHETIC INTERCEPT

Purpose: To standardize the intermediate level synthetic intercept required of Air Intercept Controller Supervisors (AICS) and Air Intercept Controllers (AIC) to maintain semi-annual proficiency training. The exercise below is the **MINIMUM** requirement for an intermediate basic level synthetic intercept.

Enabling Objectives: To train AICS/AIC personnel in the use of air intercept control (AIC) procedures for aircraft interceptions of highly maneuvering adversary/CAP assets utilizing synthetic targets. Train personnel in appropriate fleet tactical manuals and publications, air wing tactical procedures, and aircraft intercept/fighter weapons doctrine. Train personnel in the **MINIMUM** air intercept control requirements to include: proper check-in/state procedures; initial vector, bogey dope, and bogey jinks calls; intercept geometry plotting and replotting; formation and stranger calls; lost communications procedures; broadcast control; tanker join-up procedures; and communications brevity and clarity.

Training Requirements: The use of the on board training device installed aboard ship is **MANDATORY** in the conduct of this exercise. An AICS, a second AIC, or the OS most knowledgeable in AAW (in the absence of the former two) is required to act as the pseudo-pilot and exercise grader.

Scenario: The following represent the **MINIMUM** scenario requirements for the intermediate level synthetic intercept:

Threat	Two subsonic fighter aircraft
Speed	540 knots
Course	Inbound to own ship
Altitude	34,000 feet
CAP	Two USN fighter aircraft
Other aircraft	Two strangers, one tanker

Enclosure (3)

AIC actions	Use Broadcast Control
	Switch to Tactical Control
	Use lost communications procedures
	Conduct tanker join-up following
	intercept

Grading Criteria:
1. Preparation (maximum credit 30)
   a. AICS/AIC on board and current.................3   _____
   b. On board training device operational and
      available for training......................25   _____
   c. AICS, a second AIC, or leading OS available
      to act as pseudo-pilot and exercise grader....1   _____
   d. Personnel involved briefed on exercise........1   _____
                                         score: _____

2. Compliance with air intercept control doctrine and
   procedures (maximum credit 35)
   a. Aircraft check-in.............................1   _____
   b. Radar contact called..........................1   _____
   c. Aircraft state known at all times.............1   _____
   d. Tactical picture passed to CAP................3   _____
   e. Vector for station passed.....................1   _____
   f. Initial call to bogey passed to CAP
      within 30 seconds.............................2   _____
   g. Intercept geometry plotted/replotted..........1   _____
   h. "COMMIT" call to CAP passed...................1   _____
   i. Formation call passed to CAP..................3   _____
   j. Communications cadence maintained.............3   _____
   k. "THREAT" calls made to CAP....................1   _____
   l. Broadcast control used........................3   _____
   m. "THROTTLES" call passed to CAP................1   _____
   n. "GREEN" calls passed to CAP...................4   _____
   o. Communications brevity........................4   _____
   p. Communications clarity........................5   _____
                                         score: _____

3. Nearest Collision Intercept (maximum credit 20)

    a. Final position is less than 1 nm from bogey
       without crossing bogey head..................20   _____

    b. Final position is 1-2 nm from bogey without
       crossing bogey head..........................10   _____

    c. Missed intercept; greater than 2 nm or CAP
       crossed bogey head............................0   _____

                                             score: _____

4. Lost Communications and Tanker Join-Up procedures
   (maximum credit 15)
    a. Lost communications recognized by AIC.........1   _____
    b. Aircraft in distress located..................1   _____
    c. Wingman steered to aircraft in distress.......1   _____
    d. Homeplate notified of aircraft distress.......1   _____
    e. Aircraft in distress/wingman steered..........1   _____
    f. Proper lost communications procedures used....4   _____
    g. Initial check-in with tanker conducted........1   _____
    h. CAP steered to tanker.........................1   _____
    i. CAP successfully joined with tanker...........4   _____

                                             score: _____

      Final score: (1)_____+(2)_____+(3)_____+(4)_____=_____

NOTE: A score of 75 or greater is required to count as a
       successful synthetic intercept.

ADVANCED LEVEL SYNTHETIC INTERCEPT

Purpose: To standardize the advanced level synthetic intercept required of Air Intercept Controller Supervisors (AICS) and Air Intercept Controllers (AIC) to maintain semiannual proficiency training. The exercise below is the MINIMUM requirement for an advanced basic level synthetic intercept.

Enabling Objectives: To train AICS/AIC personnel in the use of air intercept control (AIC) procedures for aircraft interceptions of highly maneuvering adversary/CAP assets utilizing synthetic targets. Train personnel in appropriate fleet tactical manuals and publications, air wing tactical procedures, and aircraft intercept/fighter weapons doctrine. Train personnel in the **MINIMUM** air intercept control requirements to include: proper check-in/state procedures; initial vector, bogey dope, and bogey jinks calls; intercept geometry plotting and replotting; formation and stranger calls; lost communications procedures; broadcast control; tanker join-up procedures; and communications brevity and clarity.

Training Requirements: The use of the on board training device installed aboard ship is **MANDATORY** in the conduct of this exercise. An AICS, a second AIC, or the OS most knowledgeable in AAW (in the absence of the former two) is required to act as the pseudo-pilot and exercise grader.

Scenario: The following represent the **MINIMUM** scenario requirements for the advanced level synthetic intercept:

Threat	Eight supersonic fighter aircraft
Speed	Mach .9
Course	Inbound to own ship
Altitude	34,000 feet
CAP	Four USN fighter aircraft
Other aircraft	Two strangers

Enclosure (4)

AIC actions	Conduct ACM engagement
	Initiate SAR on downed USN fighter
Bogey maneuvers	Two bogey formation changes
(jinks)	Three bogey course/speed/altitude
	jinks
	Merge plot
Type control	Broadcast

Grading Criteria:

1. Preparation (maximum credit 30)
   a. AICS/AIC on board and current.................3   _____
   b. On board training device operational and
      available for training......................25   _____
   c. AICS, a second AIC, or leading OS available
      to act as pseudo-pilot and exercise grader....1   _____
   d. Personnel involved briefed on exercise........1   _____

                                           score: _____

2. Compliance with air intercept control doctrine and
   procedures (maximum credit 35)
   a. Aircraft check-in.............................1   _____
   b. Radar contact called..........................1   _____
   c. Aircraft state known at all times.............1   _____
   d. Tactical picture passed to CAP................3   _____
   e. Vector for station passed.....................1   _____
   f. Initial call to bogey passed to CAP
      Within 30 seconds.............................2   _____
   g. Intercept geometry plotted/replotted..........1   _____
   h. "COMMIT" call to CAP passed...................1   _____
   i. Formation call passed to CAP..................3   _____
   j. Communications cadence maintained.............3   _____

k. Bogey dope passed continuously to CAP.........1 _____
l. Bogey jinks passed to CAP.....................3 _____
m. "THROTTLES" call passed to CAP...............1 _____
n. All strangers passed to CAP...................4 _____
o. Communications brevity........................4 _____
p. Communications clarity........................5 _____

                                                        score: _____

3. Proper merge plot procedures used (maximum credit 25)
   a. "THREAT" calls passed to CAP.................10 _____
   b. "GREEN" calls made to CAP....................5 _____
   c. Time in merge called.........................5 _____
   d. CAP provided situational awareness at all times..5 _____

                                                        score: _____

4. Search and Rescue Procedures (maximum credit 10)
   a. Aircraft emergency recognized by AIC..........2 _____
   b. Aircraft in distress located.................1 _____
   c. Pilot's intentions ascertained...............2 _____
   d. Pilot's needs ascertained....................1 _____
   e. AAWC/AR/homeplate notified....................1 _____
   f. Ditching information passed to aircraft.......1 _____
   g. Ditch site plotted and time noted............1 _____
   h. Friendly units directed to scene.............1 _____

                                                        score: _____

Final score: (1)_____+(2)_____+(3)_____+(4)_____=_____

NOTE: A score of 75 or greater is required to count as a successful synthetic intercept.